



Impact Changes Since Publication of the Draft EIS



Resource Issue	Unit of Measurement	South Section (Avenue of the Cities [23 rd Avenue] to 12 th Avenue)		Central Section ^a (12 th Avenue to Lincoln Road)						North Section (Lincoln Road to 53 rd Street)	
		Preferred Alternative as Presented in DEIS	Refined Preferred Alternative	Alignment F with Moline Interchange Variation 1		Alignment F Bridge		Alignment F with Bettendorf Interchange Variation 1		Preferred Alternative as Presented in DEIS	Refined Preferred Alternative
				Preferred Alternative as Presented in DEIS	Refined Preferred Alternative	Preferred Alternative as Presented in DEIS	Refined Preferred Alternative	Preferred Alternative as Presented in DEIS	Refined Preferred Alternative		
Land Conversions											
Net Increase in Highway ROW ^b	Acres	0	0.2	11.0	9.4	--	--	10.3	11.3	0	2.9
Residential Converted to ROW	Acres	0	0.2	0.6	0.3	0	0	0.6	1.7	0	2.2
Commercial Converted to ROW	Acres	0	0	3.9	6.9	0	0	8.4	9.6	0	5.7
Real Estate											
Residential Structures Required	Number	0	0	5	6	--	--	4	5	0	1
Businesses Required	Number	0	0	3	5	--	--	11	14	0	0
Churches Required	Number	0	0	0	0	--	--	0 ^c	0	0	0
Wetlands and Floodplains											
Wetlands Impacted	Acres	0	0	0	0	0.17	0.18	0	0	0.92 ^d	1.03
Floodplain Crossings	Number (type)	0	0	0	0	1 (transverse ^e)	1 (transverse ^e)	0	0	1 ^d (transverse ^e)	1 (transverse ^e)
Stream/River Crossings	Number	0	0	0	0	1	1	0	0	1	1
Endangered Species	Yes/No	No	No	No	No	f	f	No	No	No	No
Historic Properties	Number	0	0	3	4	1	1	1	1	0	0
Parks	Number	0	0	0	0	0	0	1	1	0	0
Archaeological Sites	Number	0	0	0	0	0	0	0	0	0	0
Design Year Noise	Number of Receivers Impacted ^g	15 ^h	11	13	12	--	--	11	13	20	20
Contaminated Sites	Number	0	0	8	8	0	0	13	12	0	0

^a Additional Impacts associated with local roadway improvements in Bettendorf are shown in Table 4-2b.

^b After the existing facility is demolished, there will be areas that can be converted from highway ROW to private use. These areas are subtracted from the amount of new ROW required to construct the proposed improvements to result in a net increase in highway ROW.

^c The DEIS erroneously attributed the impacted church to the Bettendorf Interchange Variation 1. It should have been attributed to the U.S. 67 diagonal transition design variation for the Interchange Variations B1 and B2.

^d While no additional ROW is required from the preferred alternative in the North Section as presented in the DEIS, the proposed work includes a transverse crossing of the floodplain of Duck Creek and its associated wetlands, of which 0.92 acres would be impacted. Additionally, approximately 20 noise receivers would be impacted.

^e Transverse Floodplain crossing is a crossing of a floodplain at an angle of 30 to 90 degrees.

^f Surveys for mussels will be completed at a time more proximate to the construction of the proposed improvements in order to obtain the most accurate information on the locations of the mussels.

^g Receivers are locations at which noise levels were monitored.

^h While no additional ROW is required by the preferred alternative in the South Section as presented in the DEIS, approximately 15 noise receivers would be impacted. Table S-1a and 4-30a in the DEIS erroneously stated that 16 noise receivers would be impacted in the South Section.